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word "reason." As Mr. Kidd views reason, it can sanction those things only that yield an immediate benefit to the individual directly involved. Manifestly, this is a very narrow use of the term. Yet unless it be allowed, the whole structure of his theory of progress is destroyed. Take away the great disintegrating force in society and there is no longer any ground for postulating religion as the one great integrating force, which alone prevents the suspension of the conditions of progress, and shapes the course of social history. The most general fault, indeed, of Mr. Kidd's book seems to lie just in this attempt to make simple what is, of necessity, complex. In assuming that men submit to stress and competition solely through the power of religion he is at least leaving out of account the influence of economic forces, and ignoring the fact that the great mass of men are conditioned, in their action, by the pressure of circumstances; they must submit if they live.

R. F. HOXIE.

Ueber die Entwicklung der australischen Eisenbahnpolitik nebst einer Einleitung über das Problem der Eisenbahnpolitik in Theorie und Praxis. By DR. MORITZ KANDT. Berlin: Hans Mammoth, 1894. 8vo. pp. xxxiv+263.

THE experience of Australia is attracting more and more attention in recent years as students come to realize the importance of the experiments which are being tried by the English of the antipodes. Their socialistic experiments have for almost a generation controlled the development and shaped the industry of the colonies. The experiments have been tried under circumstances singularly favorable, and until recent financial disturbances caused closer investigation and revealed the real character of their boasted prosperity, the success of government ownership and management of railways in the Australian colonies was cited by those who favor enlarging the sphere of state activity as proof of the feasibility of their schemes. With such a view obtaining credence it is natural for Dr. Cohn and his school to make a special study of Australian railways. The work has been undertaken on the plan common among the Germans and, so far as the results are published, carried out with German thoroughness.

Dr. Kandt begins with an elaborate bibliography, not only of railway literature bearing on the subject in hand, but of all railway literature,

technical and economic, historical and theoretical, general and particular, books and articles.

It is of course, desirable to have bibliographies made, and the introductory chapter discussing the principles of railway theory and practice furnish a slight excuse for attaching all this bibliographical material to a book on Australian railways. Until some system is devised for the publication of careful and complete bibliographies the temptation to attach a long list of authorities to each historical book or monograph will be strong, particularly for a new author, and where the list is as complete and the field as unoccupied as in the present case, the offense is quite pardonable,

The first chapter of fifty pages is taken up with a brief statement of the views of different writers on railway problems, naturally the most space is given to a comparison of the points urged in favor of the system of state management as against the competitive system, but the earlier theories are not neglected and the remedies proposed by such men as Hudson and Stickney are mentioned.

Before coming to the subject proper the training of the German historical school is again apparent, for we are given a brief history of the colonization and development of Australia before 1846, when the first proposition to introduce railways into the colonies was made.

When the railway question was once taken up in the colonies it was carefully considered in the light of English, French and continental experience. Gladstone sent a circular letter to the colonial governors warning them not to fall into the common danger of granting the proposed companies too long a lease of life, or powers too great or irrevocable, and in this letter the points most clearly taught by English experience were embodied.

The first railway bill was passed in 1849 and incorporated a company called the Sydney Railway Company. The passage of this act had been preceded by much discussion and by different propositions from the governor, from members of the legislature and from private individuals, all of which are described in chronological order. A description of similar action in the other colonies during the early days is also given. The author then selects Victoria as the typical colony, and narrates her experience in detail.

In the whole account there is no really new principle developed, and hardly a new treatment of the problems which have presented themselves in the same way in other countries. The difficulty of

securing capital, the state guarantee of interest, the question of land grants, of parallel lines or monopolies, the rates to be charged and the dividends, state building or partial state building as in France, State operating or leasing, political or business management,—All these and other questions had to be solved there as they have had to be solved in Europe and America. Local conditions and customs did much in determining the solution there, and it is the differences that these local conditions caused in the problem that are of most interest. What they did and experienced in the same way that Europe and America have long since done and described possesses only the interest of a twice told tale, but where they have gone farther than we, and presumably can throw light on the problems that must be faced in the near future, the account will be more valuable. Unfortunately this volume ends with the account of the victory of the state over the private systems in 1873, and so does not bring us on to the new ground at all. The experience of the last decade is what we want most, and if Dr. Kandt will give it to us with the same care and thoroughness as he has shown in writing the earlier history his work will be appreciated by all students, whether they agree with his conclusions or not.

WILLIAM HILL.

L'Agriculture aux Etats-Unis. BY EMILE LEVASSEUR. Paris : 1894.

ONE result of M. Levasseur's visit to this country last year is this attractive volume on American agriculture. The purpose of the book is to give a conspectus of the industry as it exists today, with so much of historical matter as may be necessary to a clear apprehension of the factors that make up the present situation. The scope of the book is quite comprehensive. It introduces the subject with a chapter on statistical and other sources of information, and on the publications and methods of official bodies, state and federal, especially of the Department of Agriculture. In his survey of the methods by which statistical information is obtained M. Levasseur shows an appreciation of the difficulties of the task as well as of the shortcomings of the results achieved. By an easily intelligible mistake, a short supplementary bibliography, of very limited scope, appended to this chapter (pp. 13-14) on the sources of information, has been unintentionally given a claim of exhaustiveness which it belies in a very unfortunate manner.

From a comparison of the present condition of American farming